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BILL 14

THE TRAFFIC AND TRANSPORTATION MODERNIZATION ACT

Honourable Mr. Schuler

PROJET DE LOI 14

LOI SUR LA MODERNISATION DES LOIS RELATIVES À LA CIRCULATION ET AU TRANSPORT

M. le ministre Schuler

First Reading / Première lecture : _____

Second Reading / Deuxième lecture : _____

Committee / Comité : _____

Concurrence and Third Reading / Approbation et troisième lecture : _____

Royal Assent / Date de sanction : _____

EXPLANATORY NOTE

This Bill makes significant changes to the regulation of traffic and transportation in Manitoba. The Highway Traffic Board and Motor Transport Board are eliminated. The Bill amends various Acts and repeals others in relation to the new regulatory framework.

SCHEDULE A — TRANSPORTATION INFRASTRUCTURE ACT

This Schedule enacts a new Act that modernizes the legislation for constructing and managing provincial transportation infrastructure. It eliminates the Highway Traffic Board and transfers jurisdiction over provincial highways to the government. It also sets out the authority and obligations of the department in relation to airports, docks and ferries.

The Act replaces both *The Highways and Transportation Act* and *The Highways Protection Act*.

SCHEDULE B — HIGHWAY TRAFFIC AMENDMENT ACT

This Schedule makes the following key amendments to *The Highway Traffic Act*.

SPEED LIMITS

Currently, the Highway Traffic Board is responsible for speed limits throughout the province, including the City of Winnipeg. With the board's elimination, municipalities are given the power to fix speed limits on municipal roads. The government retains the power to designate restricted speed areas in which the default speed limit is 50 km/h. Municipalities can override that default limit by by-law. The government also retains the responsibility for fixing speed limits on provincial highways.

OPERATING AND SAFETY CERTIFICATES

Currently, the Motor Transport Board regulates certain aspects of the transportation industry, such as commercial trucking and passenger public service vehicles. With the elimination of the board, operating certificates from the board are no longer required. Heavy trucks and buses continue to need safety fitness certificates issued by the government.

NOTE EXPLICATIVE

Le présent projet de loi apporte des modifications importantes à la réglementation de la circulation et du transport au Manitoba. Le Conseil routier et la Commission du transport routier sont dissous. De nombreuses lois sont modifiées et d'autres sont abrogées en raison de l'établissement du nouveau cadre réglementaire.

ANNEXE A — LOI SUR LES INFRASTRUCTURES DE TRANSPORT

Cette annexe édicte une nouvelle loi qui a pour but de mettre à jour la législation qui régit la construction et la gestion des infrastructures de transport provinciales. Elle dissout le Conseil routier et fait en sorte que les activités liées aux routes provinciales relèvent dorénavant du gouvernement. Elle établit également les pouvoirs et les obligations du ministère relativement aux aéroports, aux quais et aux traversiers.

La *Loi* remplace la *Loi sur la voirie et le transport* et la *Loi sur la protection des voies publiques*.

ANNEXE B — LOI MODIFIANT LE CODE DE LA ROUTE

Cette annexe apporte les modifications clés qui suivent au *Code de la route*.

LIMITES DE VITESSE

À l'heure actuelle, le Conseil routier est chargé d'établir les limites de vitesse pour l'ensemble de la province, y compris dans la ville de Winnipeg. En raison de la dissolution du Conseil, les municipalités sont dorénavant chargées d'établir de telles limites pour leurs routes. Le gouvernement conserve le pouvoir de désigner des zones de limitation de vitesse où la limite de vitesse est fixée d'office à 50 km/h, mais les municipalités peuvent modifier cette limite au moyen d'arrêtés. Le gouvernement demeure également responsable de l'établissement des limites de vitesse pour les routes provinciales.

CERTIFICATS D'EXPLOITATION ET EN MATIÈRE DE SÉCURITÉ

À l'heure actuelle, la Commission du transport routier régit divers éléments de l'industrie des transports, tels que le transport routier commercial et les véhicules de transport public de passagers. En raison de la dissolution de la Commission, il n'est plus nécessaire de se faire délivrer un certificat d'exploitation. Par contre, les exploitants de camions lourds et d'autobus demeurent tenus d'obtenir, du gouvernement, des certificats en matière de sécurité.

The elimination of the board results in the simplification of vehicle categories under *The Highway Traffic Act*. Registration classes and usage-based insurance classifications are still set by regulation.

En raison de la dissolution de la Commission, les classes de véhicules du *Code de la route* sont réduites. Les classes d'immatriculation ainsi que les classes d'assurance établies en fonction de l'utilisation continuent à être fixées par règlement.

OTHER AMENDMENTS

The Bill also

- allows the government to broaden, by regulation, the manner in which a municipality may indicate temporary parking bans;
- moves detailed vehicle equipment requirements from *The Highway Traffic Act* into regulations; and
- requires agricultural and infrastructure equipment to have private liability insurance when driven on a highway.

AUTRES MODIFICATIONS

Le présent projet de loi :

- permet au gouvernement d'élargir, par règlement, les moyens auxquels les municipalités peuvent avoir recours pour communiquer les interdictions de stationnement temporaires;
- fait en sorte que les exigences détaillées relatives au matériel dont doivent être munis les véhicules figurent dorénavant dans les règlements plutôt que le *Code de la route*;
- exige que le matériel agricole et le matériel de chantier soient couverts en vertu d'une assurance de responsabilité privée lorsqu'ils sont conduits sur route.

SCHEDULES C AND D — DRIVERS AND VEHICLES AMENDMENT ACT AND MANITOBA PUBLIC INSURANCE CORPORATION AMENDMENT ACT

These Schedules amend *The Drivers and Vehicles Act* and *The Manitoba Public Insurance Corporation Act* to reflect the simplified vehicle categories and the elimination of the Motor Transport Board.

ANNEXES C ET D — LOI MODIFIANT LA LOI SUR LES CONDUCTEURS ET LES VÉHICULES ET LOI MODIFIANT LA LOI SUR LA SOCIÉTÉ D'ASSURANCE PUBLIQUE DU MANITOBA

Ces annexes modifient la *Loi sur les conducteurs et les véhicules* et la *Loi sur la Société d'assurance publique du Manitoba* afin qu'il soit tenu compte de la réduction des classes de véhicules et de la dissolution de la Commission du transport routier.

SCHEDULE E — PROVINCIAL RAILWAYS AMENDMENT ACT

This Schedule amends *The Provincial Railways Act* to reflect the elimination of the Motor Transport Board. It simplifies the regulatory framework for short-line railways and creates a Superintendent of Railways.

ANNEXE E — LOI MODIFIANT LA LOI SUR LES CHEMINS DE FER PROVINCIAUX

Cette annexe modifie la *Loi sur les chemins de fer provinciaux* afin qu'il soit tenu compte de la dissolution de la Commission du transport routier, de simplifier le cadre réglementaire applicable aux chemins de fer d'intérêt local et de créer un nouveau poste, soit celui du surintendant des chemins de fer.

OTHER REPEALS

This Bill also repeals a number of unproclaimed statutory provisions and outdated regulations.

ABROGATION

Le présent projet de loi abroge également un certain nombre de dispositions non proclamées et des règlements désuets.

March 8, 2018

PROVINCE INTRODUCES THE TRAFFIC AND TRANSPORTATION MODERNIZATION ACT THAT WOULD TRANSFORM REGULATORY PROCESSES

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Over 200 Statutes, Regulations, Policies and Forms Reviewed: Schuler

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The Government of Manitoba has introduced legislation that would transform the management of Manitoba roadways, Infrastructure Minister Ron Schuler announced today. Based on recommendations from local governments, provincial civil servants and businesses, the proposed amendments would ensure Manitoba's legislation reflects significant changes that have occurred in the transportation and infrastructure system over the last 30 years.

"From day one, our government has been focused on ensuring onerous and outdated regulatory requirements impacting Manitobans are eliminated while keeping public safety at the forefront," said Schuler. "Our government has taken a leading role in modernizing the way government operates, taking into account the ideas of front-line employees and key stakeholders."

The traffic and transportation modernization act would make amendments to The Drivers and Vehicles Act, The Highway Traffic Act, The Manitoba Public Insurance Act and The Provincial Railways Act, while replacing The Highways and Transportation Act and The Highways Protection Act with the proposed new transportation infrastructure act, the minister said.

Major changes would include:

- allowing municipalities to set speed limits on their roadways rather than having to apply to a provincial board;
- consolidating the outdated 'two plate' CT/PSV registration system for more than 33,000 heavy trucks in Manitoba;
- streamlining and moving the approval process of non-government highway signage from the Highway Traffic Board to the Department of Infrastructure;
- opening up Manitoba's charter bus industry to align with the terms of the New West Partnership; and
- creating a superintendent of railways to oversee Manitoba's short-line railways.

As part of the proposed changes, the Highway Traffic Board and Motor Transport Board would be eliminated. These changes would give municipalities the freedom to set speed limits rather than having to apply to the Highway Traffic Board, the minister noted.

The act would also rationalize application processes for access driveways and signs along provincial roadways and would simplify internal government procedures for highway declarations, resulting in red-tape reduction both in and outside of government.

This new regulatory framework would come into effect over the course of one year to allow consultations with stakeholders and time to prepare for the changes, the minister noted.

"Our government has listened to stakeholders in the development of this legislation and stakeholders will play a key role in this legislation's implementation. We are focused on making the lives of Manitobans easier and as always, that involves ensuring legislation works for them," Schuler added.

December 6, 2018

PROVINCE STARTS PUBLIC CONSULTATIONS ON THE TRAFFIC AND TRANSPORTATION MODERNIZATION REGULATIONS

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Proposed Regulations Available Online: Schuler

For the first time in the province's history, the Manitoba government is set to undertake a 30-day online public consultation on regulatory changes, Infrastructure Minister Ron Schuler announced today.

"We have taken a leading role in modernizing the way government operates," said Schuler. "We are reviewing dated regulations, policies and processes, and consulting key stakeholders because we want to hear from the public to ensure that onerous and outdated regulatory requirements impacting Manitobans are eliminated, while keeping public safety at the forefront."

Passed in June 2018, The Traffic and Transportation Modernization Act (TTMA) dissolves the Highway Traffic Board and the Motor Transport Board and eliminates more than 6,500 regulatory requirements – a 44 per cent reduction in red tape, the minister noted. The streamlining efforts will reduce vehicle registration classes, clarify vehicle equipment requirements and update signage on Manitoba roads. The consolidation of the truck classification system impacts over 37,000 Manitoba registered trucks.

The Manitoba government is using the Manitoba Regulatory Consultation Portal for the public consultation. This newly developed platform provides the public online access to the proposed regulations, as well as the ability to submit comments and is a part of government's regulatory accountability initiative.

Schuler said the changes under the TTMA give municipalities the freedom to set speed limits on their roads rather than having to go through the Highway Traffic Board. The act modernizes application processes for access driveways and signs along provincial roadways and simplifies internal government procedures for highway declarations, resulting in red-tape reduction both in and outside of government. Proposed regulations under the TTMA also update and clarify Manitoba's vehicle equipment requirements and inspection standards.

New regulations are set to go into effect March 1, 2019. Stakeholders and the public can browse and comment on the consultation materials until January 7, 2019, by visiting https://reg.gov.mb.ca/home. Information about Manitoba's Traffic and Transportation Modernization initiative is available at www.gov.mb.ca/mit/ttm.